MOTOR RACING

SEPT. 5-12 1958

Vol. 3—No. 23 Culver City, Calif. Price 15c CHEAP

(Published Bi-Weekly except last issue of calendar year)

USAC Pro Races Postponed

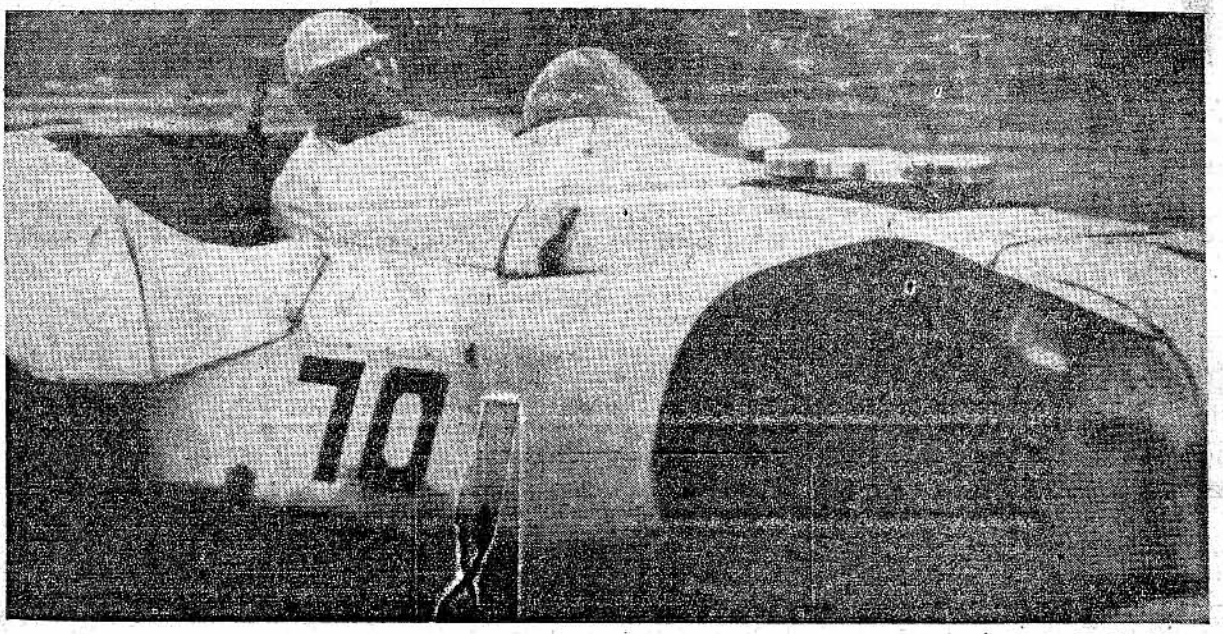
The United States Auto Club has announced the sports car race scheduled for Virginia International Raceway, Danville, Va., Sept. 28, has been postponed to May 3.

Postponement was a conflict of dates on the FIA calendar. FIA approval had already been granted for a formula libre race at Watkins Glen, N. Y. on the same date.

Pro Rally Gets SCCA OK

"There is nothing in the present National Rally Regulations of the Sports Car Club of America which could be construed as prohibiting members from participating in competitive motoring events of this type, organized and run on a professional basis."—Arthur J. Gervais, Chairman National Rally Board, SCCA.

(This was in answer to Motoracing's query on participation of SCCA members in the forthcoming American International Rally.)



Mario Tagliarini

MAX BALCHOWSKY ROARING TO VICTORY IN 'OLE YALLER'

Reventlow, Balchowsky In Scarab, Buick Spl. Wins

Editor's Note—On 2 widely-separated fronts last week—Thompson, Conn., and Santa Barbara, Calif.—sports cars powered by American engines turned back the prime foreign chargers from the factories of Great Britain and the Continent. The East Coast victor was an expensive Chevy-powered car, the Scarab, driven by young, wealthy Lance Reventlow, 23, while out west, Max Balchowsky brushed 'em all off in a not-so-expensive Buick-powered Special which Eric Hauser and he own. Following are accounts of the 2 races:

THOMPSON, Conn., Sept. 1.—The Scarab team of Lance Reventlow and Chuck Daigh won over Walt Hansgen, the Lister-Jaguar leader, in today's SCCA National point competition at Thompson Raceway.

Reventlow won the feature 30-lap race with an average speed of 71.91mph. Hansgen was runner-up 34 seconds behind.

Hansgen, Westfield, N.J., got out in front for the first few laps and then Daigh, who beat Hansgen in yesterday's competition

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By W. R. C. SHEDENHELM

GOLETA, Calif., Aug. 31—Max Balchowsky drove his Buick-powered Special, "Old Yaller," to overall wins in both CSCC's Saturday and Sunday main events. Sunday, he beat the previous lap record, set by Lance Reventlow in his Scarab Mk. I by .1 second and topped Reventlow's 25-lap record average of 78.4mph with a sensational 79.9mph.

In winning the 2nd day, the Balchowsky Special became the first car ever to take 2 Sunday

(Continued on Page 1)

George Woods

MAX BALCHOWSKY, in the Buick Special, takes the lead going into the 1st turn last weekend at Santa Barbara. He won the big-bore on both days. Here, he is followed by Bob Oker, Aston Martin (59); Richie Ginther, Ferrari (11); Bill Murphy, Buick-Kurtis (6); Bruce Kessler, Offy-Scarab (3). On Kessler's right is Bill Krause, D-Jag. Frank Livingston, Eliminator (184), is on outside, while behind him is Chuck Porter, Corvette Special.

Vignettes

★ East vs. West
★ Lots of Bull
★ Pro Stock Fades

By Gus V. Vignolle

EVERY NOW and then, someone on the Atlanic seaboard, probably with nothing better to do, crows about how they have better sports car racing drivers back there than we have out here in the vapid west.

They immediately throw at you the name of **Walt Hansgen** of Westfield, N.J., who goes like the wind in a Lister-Jag. Mr. Hansgen scored 123,475,987,896.98 points last year in something known as SCCA National races. Unquestionably, he was the king.

The pore people out in the west can't afford too much of that stuff. As Tom Wilson says, there is something called The Bite attached to a National.

This year, Mr. Hansgen has accumulated 984,587,876,842.77 points in this razzmatazz. He can't help but be bossman again in '58.

Lest there be any misunderstanding, let me state right here than Hansgen is GOOD. He has to be. He went to England this summer, and the last time I checked, he had entered 4 races and won 3. And he broke the

(Continued on Page 3)

Moss Captures Portugal G. P.

OPORTO, Portugal, Aug. 24—Great Britain's Stirling Moss piloted his British Vanwall to a decisive victory in the 7th Grand Prix of Portugal. He took the lead at the 7th lap of the 50-lap 213.47-mile race and held it the rest of the way. The time was 2h 11m 28.8s. Moss finished more than 5 minutes ahead of countryman Mike Hawthorn.

Hawthorn lost time on the 32d lap when he had to have his steering equipment checked.

The victory was worth $1600 and 8 points for Moss in the world driving championship. Hawthorn scored 7 points, 6 for finishing second and 1 for the fastest lap.

3—Lewis-Evans, Britain, Vanwall, 49 laps, 2:11:29.33; 4—Jean Behra, France, BRM, 49 laps, 2:11:44.50; 5—Wolfgang von Trips, Germany, Ferrari, 49 laps, 2:13:41.83; 6—Harry Schell, US, BRM, 48 laps, 2:01:32.51; 7—Jack Braham, Australia, Cooper, 48 laps, 2:12:40.65; 8—Maurice Trintignant, France, Cooper, 46 laps, 2:14:01.80.

STRAIGHT DOPE ON OLD YALLER:

Buick Spl. Truly a Miraculous Machine

In being the 1st car ever to win 2 big-bore main events at Santa Barbara, the Balchowsky Special has become the center of more discussion and misinformation than any car on the West Coast. Stories are told that the total value of the car is $2300, that the engine cost $17 in a junk yard, and that it runs on All State tires.

While the car, variously called the Outhauser Special, Old Yaller and the Tractor, is undoubtedly one of the ugliest cars ever built, its record of wins on road courses and drag strips doesn't fit with the "junk yard" stories. Many hours of experimentation and work have been put into the car by Dick Morgensen, its original owner, and by Max Balchowsky and Eric Hauser, its present owners. The actual replacement value of the car would be somewhere between $5,000 and $10,000. The current engine is a very much bored and stroked Buick with a '56 block and '57 heads, fed by 6 downdraft Strombergs. The tires used are Goodyear Blue Streaks on the rear, and either Gardner-Reynolds recaps or Dunlops on the front.

The best that can be said about the body-work is that it is functional, and at present includes a fiberglass nose, aluminum hood, cut-down Chevy pick-up fenders and windshields off 2 motor bikes.

The Special has been driven to and from every race in the 2 years Hauser & Balchowsky have owned it, as tuner Balchowsky thinks this is the best way to locate minor flaws in tuning and equipment. During the week, the car is used on the Los Angeles streets when Max's Buick-powered Doretti isn't working.

The Balchowsky Special may be a European coachbuilder's nightmare, but it repeatedly has blown off the best that they can offer.

LANCE REVENTLOW

Reventlow Posts Thompson Win

(Continued from Cover Page)

and won the pole position, took the lead. The masterminding of the Reventlow-Daigh team was for Daigh to win again but he developed mechanical trouble with about one-third of the race remaining and had to drop out.

Reventlow moved into the lead and stayed out in front. Hansgen was forced to stop at the pit for an undisclosed reason and it may have cost him the victory. He did however win in Class C and thus retained his national title.

Bill Sadler, of St. Catherine's,

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MOTOR RACING

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Balchowsky Smashing Santa Barbara Winner

(Continued from Cover Page)

big-bore races. The first win for the car was in May, 1957, when Eric Hauser drove it to a Saturday-Sunday double win.

With 20 cars on the starting grid, Balchowsky streaked into

RACE RESULTS — Page 6

Turn 1 in the lead, chased by $125,000 worth of Ferraris, Aston-Martins, a D-Jag, a Lister Corvette, the Scarab-Offy and gaggles of specials. Twenty-five laps later Balchowsky was followed across the finish line, 17 seconds back, by Richie Ginther in a 3-liter Ferrari Testa Rossa. John von Neumann was over a minute behind in another 3-liter Ferrari, with Ken Miles over a lap behind in an ex-Parravano 4.4 Ferrari.

Cars Poop Out

Two big-bore cars that showed poorly both days were Jim Hall's Lister Corvette, which finished neither time, and Lance Reventlow's 3-liter Offenhauser-powered Scarab Mk. III.

The newest Scarab, driven for the first time at Santa Barbara by Bruce Kessler, dropped out of Sunday's main event with broken gearbox linkage after taking a 7th overall and 2nd in Class D on Saturday, but having been blown off by production Corvettes during practice. Reventlow informed MOTORACING that he plans to put another Corvette engine in his car until he can build his own 3-liter engine for European competition.

Heave-ho for Miles

The under-2000cc main ended with Miles leading Jack McAfee by 27 seconds, both in Porsche RS Spyders. Miles had been disqualified from a 2nd place in Saturday's main for forgetting to mention to race officials that the car was running with 1600cc barrels and pistons, and was therefore in Class E. Charles Howard III, of the Seabiscuit

(Continued on Page 2)

In the News

D-JAGUAR SCORES

DEER PARK, Wash. — A D-Jaguar from Vancouver, B.C., stayed ahead of Ferrari pilot Dr. F. Becker to win here. The big "D," driven by D. J. Rattenbura, was running a steady 3rd behind Tom Luce's Corvette, and the Tom Meehan Pooper before the 1st 2 leaders were black-flagged on technicalities. Don Campbell, Seattle, wheeled his Corvette around the 3-mile course for 3rd overall and 1st in Class B. Class F was taken by Porsche driver John Sparrow, Seattle. The races were marred by 2 turn-overs, one a DKW, the other a brand new Fiat-Abarth driven by Jim Wasinske, Billings, Mont. An Austin-Healey also joined the disabled ranks, catching fire after pulling off the track with motor trouble.

Race 1 — Production, Classes F through I—Over-all, T. A. Rees, Austin-Healey; John B. Sparrow, Porsche; Leroy Sutherlin, Austin-Healey.

Race 2 — Production, Classes A through E—Tom Luce, Corvette; Tad Davies, Corvette; Don Gasaway, Corvette.

Race 3, Modified (under 1500cc)—Tom Meehan, Pooper; Pat Pigott, Lotus Le Mans; Pierre Phillips, Lotus Mark 11.

Race 4—Modified (over 1500cc)—D. J. Rattenbura, D-Jaguar; L. F. Becker, Ferrari Testa Rossa; Don Campbell, Corvette.

SCCA DEL MAR RACES

L. A. Region of Sports Car Club of America presents its 2nd non-spectator races at Del Mar Fairgrounds Sept. 20-21.

Entries include Walker Edmiston, Allard J2X; John Brophy, Crosley Special; Harry Jones, Crosley Special; Jack McAfee, Porsche RS Spyder; and D. D. Michelmore, Porsche Carrera..

Vying for Corvette honors will be Andy Porterfield, "Skip" Hudson, Bob Hoffman, Fred Grant and Dalton Danon.

For further information and entries: NOrmandy 4-5986.

—JACK DENO

HOUR GLASS RACES

The 3rd running of the San Diego Region, SCCA, Hour Glass

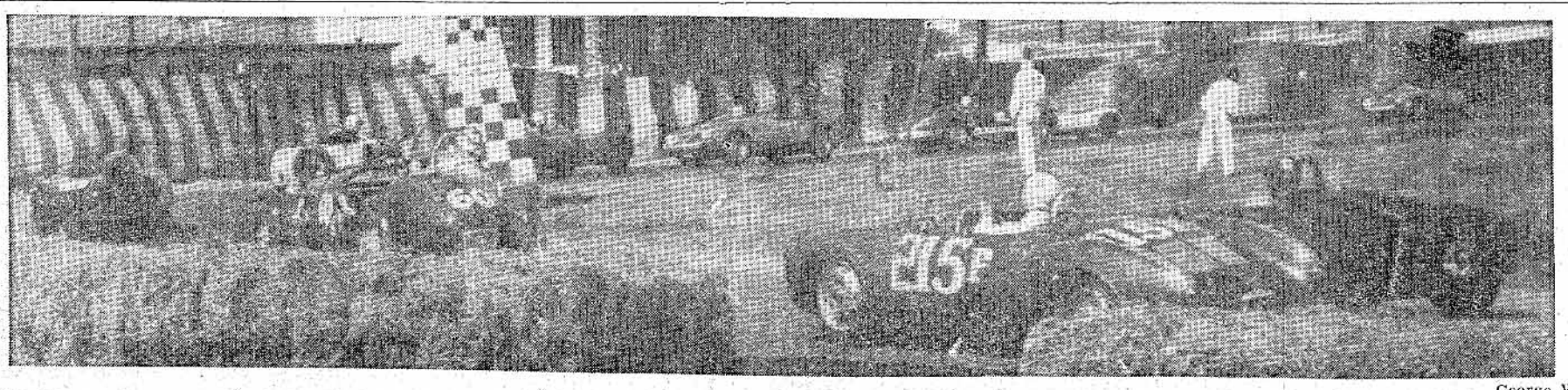
(Continued on Page 4)

Drivers' Standings

World's Drivers' Championship standings (Grand Prix — Formula I) after Argentina, Monaco, Zandvoort, Spa, French, British, German and Portuguese (Italy and Morocco to go in '58):

	Driver, Country, Car	Points
1.	Mike Hawthorn, GB, Ferrari	37
2.	S. Moss, GB, Vanwall-Cooper	32
3.	Tony Brooks, GB, Vanwall	16
4.	*Peter Collins, GB, Ferrari	14
5.	Harry Schell, USA, BRM	14
6.	Roy Salvadori, GB, Cooper	13
7.	*Luigi Musso, Italy, Ferrari	12
	M. Trintignant, France, Cooper	12
9.	S. Lewis-Evans, GB, Vanwall	11
10.	Wolfgang von Trips, Ger., Fer...	9
11.	**J. M. Fangio, Argen., Maserati..	7

*—Deceased; **Fangio in partial retirement. Best 6 performances count.



George Woods

OUT IN FRONT—Through turn 3 the field roars in the under-2000cc modified race last weekend at the CSCC races at Santa Barbara. Leading the pack here (arrow) is Ken Miles, Porsche RS, who is followed by Bob Drake, Cooper; Jack McAfee, Porsche RS; Joe Playan, Porsche; Charles Howard III, Porsche Cooper; Harry Hanford, Lotus Offy; Skip Conklin, Lotus, a Frazer-Nash, Porsche Spyder and Cooper Climax.

MotoRacing Advertisers Get Quick Results

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

ALTHOUGH THE Lance Reventlow Fan Club has gone underground for the summer months, we do get occasional bits of information up through the ventilating shafts. The latest scoop is a few lines from the still secret "Lance Reventlow Victory Song," which will be chanted by the club members as they march around the Scarab on the starting grid, one abreast:

The Prancing Horses forget to prance,
When they see Bruce, or Chuck, or Lance.
Sing out you Turk, sing out you Arab,
For Lance has built another Scarab.
To Maserati it's not so funny,
When they are passed by Lance and Money.
So weep in England, and weep in Italy,
When Lance and the Scarab beat you complitaly.

Sensational GT Car

Boy, a week or so ago we bought a jazzer of a 1948 Grand Turismo Hudson straight-8. Wowee! Floor-board it, slam up through the gears, and the first thing you know you're flat out at 37mph, the bearings singing like castanets, 2 tons of sleek racing machine flashing down the tarmac like grey jello over a washboard. Deep into a corner, slam on the binders, downshift to low, spin the wheel like a river-boat captain and 4-wheel drift the corner with the tires making no more noise than if 8 coyotes were fighting in the back seat.

They just don't make them that way any more.

Bank on Lance

The L. R. Fan Club Newsletter is sub-headed, "Published Monthly When We Have Money in the Bank for Postage." If Reventlow doesn't want to give them the U. S. Post Office, it seems as though the least he could do is give them a bank.

Too Much?

The Editor seems to think that there has been too much talk of the medicinal properties of the giggly water in this column, so we'll have to defer telling you about the driver at Santa Barbara who had a hand-pump fire extinguisher mounted alongside his seat, and what connection this had with a certain piece of rubber tubing. We won't even mention the subject, much less with what the extinguished was filled. You'll have to write Gus to find out. We will give you a little hint, though. It wasn't filled with carbon tetrachloride. Not on your tintype.

After-thought

We hate to be unromantic, and all that, but isn't a scarab nothing more than an Egyptian tumble-bug?

LETTERS TO THE EDITOR

Terrific Race, But Nerfing Draws Fire!

SPONSORS BLASTED

As a fascinated observer of the recent SCCA Montgomery Nationals, let me add a note or two to the brief report in your last issue.

Chuck Daigh indeed won, but if Meyer Drake builds over-5 liter V8s, news is slow getting here. The Scarabs were both in class B.

The 1st 10 laps or so were fantastic: both Scarabs, Hansgen's Lister Jag 3.8 (which clearly is much better-handling, lighter and better-braked than the Scarabs) and the Sadler Spl. all led at one time or other. The latter was probably the fastest of all, and superior to the far more costly Scarabs, but not as well-prepared.

Right up in front in early laps were Constantine's D-Jag, the Windridge Corvette-Lister and a bit further back, Charlie Sarle in the AC-blown Jag (turbo charged) and Rich Lyeth in the ex-Cunningham Ferrari 4.5 now with blown, FI Corvette. Best feature seen here for years.

But the blocking and purposeful nerfing at midpoint by Crawford, Daigh and Reventlow should be censured before someone spins a driver into a fatal accident.

Jeffords must be quite a driver to clean up in 2 Nationals in 2 days. Although Windridge's blowing-up no doubt helped, Jeffords is very smooth.

The course is 3 drag strips joined by chicanes; not very interesting to chauffeur, judging from comments. And as usual, the sponsors just barely got into the mood to humor the paying mob—they were so cheap as to make their used-for-several-years snowfence last by running motorcycles between them and the crowd. This further endeared the black jacket crowd to the paying customers. Pro racing will pay unless grossly mishandled; very few of the enthusiasts travel 200 to 600 miles to watch production races. Keep up the good work.

john w. bornholt
moorestown, n. j.

Editor's Note—You are right re Offy-powered Scarab. This was one of the Chevy-engined jobs. MOTORACING was misinformed. Sorry.

LETTER MAKES SENSE

Free suggestion: Give as much—preferably more—space to the performance and attainments of the smaller and more prevalent cars in the sports car races.

I am particularly pleased to read about those cars I might reasonably expect to own and/or race. Cheers for the Scarabs, Ferraris and Masers—yes, but exuberant enthusiasm and unrestrained plaudits to my kind of machinery. I drive a Morgan Plus 4.

j. f. holton
los angeles 46

PRAISE FOR S. B.

The races at Santa Barbara were very good and the new method of classifying the cars seemed to be more fair than in the past.

We were disappointed in not seeing the highly-rated Berlinetta coupe. Ther were some potent Corvettes and drivers. Heard a rumor about the Berlinetta meeting with a slight accident and not being able to make it. Sure would like to see it go with the best Corvettes and drivers.

Like I said before, that prancing black stallion is going to have to put all four feet on the ground. Maybe Max could put a bag of oats on the back of "old yaller" and sort of tease it along. Good luck.

george garrett
el segundo, calif.

Editor's Note—THE Berlinetta was in a state of disrepair. Driven while temperature gauges were 'way up, in Midland, Texas, last week, the 3-liter Ferrari engine wound up seized.

WRCS NUTS??

I'm coming home! Please send my MOTORACING subscription to . . . If my renewal is due, bill my wife.

I really enjoyed receiving your paper while I was over here sailing around the blue Pacific protecting all you people from the Arabs. Tell W.R.C.S. he's nuts, but do enjoy the column. Also I hope the 'old man' is up and around and feeling better.

gail e. thompson
u.s.s. shangri-la

P.S.—I'll see ya at Riverside.

A RACING RESPITE

Glad to see you in print again, and hope that you take it easy now . . . During our trip to Jolly Ole England we stayed away from such as John Cooper, etc. Quite a rest.

gordon crowder
claremont, calif.

Santa Barbara

(Continued from Page 1)

family took a well-driven 3rd in his 1600 RS-engined Cooper ahead of Bob Drake, in a Cooper Climax.

Drake had won the Saturday event, keeping ahead of Miles and McAfee, with some of the most skillful ragged-edge driving seen on local venues for a long time. A lack of adequate tires kept his lap speeds down on Sunday.

Disqualifications

The race weekend saw two other disqualifications, aside from Miles, when the Contest Board picked Harry Jones' Crosley Special and Sam Taylor's MG Mk. II for teardowns. Taylor refused to allow a teardown and was disqualified. He then filed a protest on Ken Swanson's MGA, driven by E. Forbes-Robinson. As the MGA and MG Mk. II run in different classes and events, Swanson in turn refused to allow a teardown and the car was disqualified.

RACE SUMMARY

Course 2.2 miles

RACE A — Novice, all classes, 5 laps, time 9:27, avg. 70.1 — 1) Bart Spiegelman, Kurtis Jag; 2) Richard Bellows, Porsche; 3) John Michelmore, Porsche GT Carrera. Class B, Spiegelman; D, Michelmore; E, Peter Papke, Porsche Carrera; F, Bellows; G, Jack Reddish, Lotus Mk. XI; H, John Brophy, Fiat Crosley.

RACE 1 — Formula III & Libre, 8 laps, time 14:46, avg. 71.4 — 1) Rolf Roth, Cooper Norton; 2) Jim Fox, Cooper Norton; 3) Jack Brink, Cooper Norton.

RACE 2 — Prod. H & G, 8 laps, time 16:48, avg. 62.8—1) E. Forbes-Robinson, AH Sprite, fastest lap 2:03.7; 2) Jim Parkinson, AH Sprite; 3) John Nelson, Fiat Ab. Zag. Class H, Forbes-Robinson; G, Paul Hart, MG TF.

RACE 3—Prod. F, 8 laps, time 15:44, avg. 67.2—1) Ed Barker, Porsche 1500 Super, fastest lap 1:56.3; 2) Michael Roetner, AR Veloce; 3) Ray Pickering, MGA.

RACE 4—Prod. E, 8 laps, time 15:33, avg. 68.0 — 1) Ronnie Bucknum, Porsche 1600 Super, fastest lap 1:55.2; 2) Richard Bellows, Porsche Carrera; 3) Wm. Kincheloe, AH.

RACE 5—Prod. C & D, 8 laps, time 15:07, avg. 69.9 — 1) Donald Dickey, Porsche TF Carrera, fastest lap 1:15.5; 2) D. D. Michelmore, Porsche GT Carrera; 3) Bob Windhorst, AH 100S. Class D, Dickey; C, Bill Atkins, MB 300SL.

RACE 6—Women, all classes, 5 laps, time 9:30, avg. 69.4—1) Josie McLoughlin, Ferrari 250 TR, fastest lap 1:49.2; 2) Linda Scott, AC Bristol; 3) Betty Shutes, Porsche Spyder. Class B, Ginny Sims, Corvette; D, McLoughlin; E, Ruth Doushkess, Morgan TR3; F, Shutes; G, Norah Taylor, MG Mk. II.

RACE 7—Mod. under 1100cc, 8 laps, time 14.27, avg. 73.1—Fastest lap 1:46.7 by Frank Monise, Lotus Mk. II. 1) Skip Conklin, Lotus Mk. XI; 2) Chuck Schroeder, Lotus; 3) Jock Ross, Lotus. Class G, Conklin; H, Charles Gounis, Fiat Crosley.

RACE 8 — Mod. 1100-2000cc, 8 laps, time 13:51, avg. 76.2 — 1) Bob Drake, Cooper Climax, fastest lap 1:42.3; 2) Jack McAfee, Porsche RS Spyder; 3) Joe Playan, Porsche RS Spyder. Class E, Charles Howard, Cooper Porsche RS.

RACE 9 — Mod. over 2000cc, 8 laps, time 13:55, avg. 77.8—1) Max Balchowsky, Balchowsky Spec., fastest lap 1:39.6; 2) Richie Ginther, Ferrari 250 TR; 3) Bob Oker, Aston-Martin DBR-2. Class B, Balchowsky; C, Oker; D, Ginther.

RACE 9A — Prod. Corvettes, 8 laps, time 14:45, avg. 71.6—Fastest lap 1:49.1 by Settember. 1) Bob Dickson; 2) Skip Hudson; 3) Tony Settember.

RACE 10 — Formula III & Libre, 10 laps, time 18:33, avg. 71.1 — 1) John von Neumann, Talbott-Lago GP, fastest lap 1:49.0; 2) Rolf Roth, Cooper Norton, fastest lap 1:49.9; 3) Harry Morrow, Cooper Norton. Formula III, Roth; Formula Libre, Von Neumann.

RACE 16—Women, all classes, 8 laps, time 14:38, avg. 72.2—1) Josie McLoughlin, Ferrari 250 TR, fastest lap 1:47.3; 2) Linda Scott, Porsche RS Spyder; 3) Betty Shutes, Porsche Spyder. Class D, McLoughlin; E, Scott; F, Shutes, G, Norah Taylor, MG Mk. II.

Pacific Coast Race Standings

Since in certain rare exceptions, extra points are awarded arbitrarily to equalize class inequalities by Eric Hauser, who compiles the Pacific Coast Road Racing Point Standings, Lance Reventlow has more points in current ratings. Hauser explained he was awarded points for beating such top-rate drivers as Walt Hansgen and Ed Crawford at Thompson, Conn., Sept. 1, while sacrificing points by missing the races at Santa Barbara.

Races in 1958 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca, Riverside, Vaca Valley, Minden-Gardnerville, Seafair and Santa Barbara again. Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing. Current standings:

PACIFIC COAST POINT STANDINGS
(Compiled by ERIC HAUSER)

MODIFIED OVER-1500

1. Richie Ginther, Ferrari 76
2. John von Neumann, Ferrari 64
3. Lance Reventlow, Scarab 40
4. Max Balchowsky, Buick 40
5. Bob Oker, Aston-Martin 29
6. Sam Weiss, Ferrari 21
7. Dan Gurney, Ferrari 18
8. Chuck Daigh, Scarab 16
9. Jack McAfee, Porsche 15
9. Fred Knoop, Huffaker-Chev. 15
10. C. S. Howard III, Maserati 13

MODIFIED UNDER-1500

1. Jack McAfee, Porsche 104
2. Eldon Beagle, Porsche 41
3. Ken Miles, Porsche 35
4. Joe Playan, Porsche 28
5. Bob Oker, Maserati 27
6. Skip Conklin, Lotus 18
7. Erv Lehr, Porsche 17
8. Chuck Schroeder, Lotus 15
9. John Stevenson, Porsche 14
9. Frank Monise, Lotus 14
10. Paul Nau, Lotus 10

PRODUCTION OVER-1500

1. Andy Porterfield, Corvette 71
2. Bill Love, AC Bristol 37
3. Richie Ginther, Ferrari GT 36
4. Lew Spencer, Morgan 30
5. Tony Setember, Corvette 25
5. Gordon Crowder, AC Bristol 25
5. Cloyd Gray, Corvette 25
6. Ron Bucknum, Porsche 24
7. E. F. Robinson, Ferrari GT 23
8. Bob Winkelmann, 300 SL 22
9. Bob Dickson, Corvette 20
9. Jim Connor, Ferrari GT 20

PRODUCTION UNDER-1500

1. Don Dickey, Porsche 78
2. Jimmy Moore, Porsche 54
3. D. Michelmore, Porsche 49
4. Emil Pardee, Porsche 33
5. Dick Bellows, Porsche 30
6. Ray Pickering, MG-A 28
7. Jack Woodward, Porsche 23
8. Mike Roetner, Alfa 21
8. Ed Vincent, Porsche 21
9. Frank Aldhous, Alfa 19
10. E. F. Robinson, MG-A 16
11. Ed Barker, Porsche 15
11. John Lumkin, MG-A 15

WOMEN'S COMPETITION

1. Josie McLaughlin, Ferrari 48
2. Linda Scott, Porsche 43
3. Betty Shutes, Porsche 33
4. Marion Lowe, Lotus 30
5. B. Windhorst, Morgan 28
6. Char Duncan, Lotus 21
7. Pru Baxter, A-Healey 14
8. Mary McGee, Ferrari 9
9. Ruth Doushkess, Morgan 6

BARNUM WAS RIGHT

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P. T. Barnum

MOTOR RACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:
3862 Westwood Blvd.
Culver City, Calif.
HOllywood 4-1557

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L. A. 8; or phone AXminster 2-0287. Ask for Joyce.

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W. R. C. Shedenhelm ..... Advertising
June Vignolle ..... Circulation
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Duane and Jerrie Spurks, Myra Jones, W. Robert Nitske, Henry N. Manney III, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Jorge Rosado (Mexico City) ..... Staff Writers
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YEARLY SUBSCRIPTION RATES:
Domestic $3 — Foreign $4
Entered as second class matter at Culver City, Calif.

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• Vignettes

By Gus V. Vignolle

WESTERNERS TAKE GOOD CARE OF WALT HANSGEN

(Continued from Page 1)

sports car lap record with the Lister-Jag 3.8 at Snetterton with a whirl of 1m42.8s. That represented 94.55mph, which ain't exactly standing still.

Last Nov. Walter came out west for some action at Riverside. On Saturday, he finished 3rd behind **Maston Gregory,** in a 4.7 Maser, and **Carroll Shelby,** in a 4.5 Maser.

The next day, in the run for the big bananas, Shelby was 1st, **Dan Gurney,** an unknown at the time, in a 4.9 Ferrari, was 2nd. Gregory was 3rd. And Hansgen was 4th.

Easy for Hansgen

But back east, the sports writers had a field day with Walt Hansgen and what he did to the opposition. They even ordered standing headlines in the composing rooms of the snapper-wrappers.

Comes 1958. It's the same old story . . . Hansgen and his running mate, **Ed Crawford,** Northfield, Ill., practically make it no-contest in every start . . . that is, until they meet some western drivers and machinery.

This time Hansgen didn't come out here. Two westerners, **Chuck Daigh,** of Long Beach, and **Lance Reventlow,** of Beverly Hills (who is either 22 or 23), went back east, and in 2 starts belted Hansgen exactly 2 times. They took turns doing it with Lance's Chevy-powered Scarabs.

First it was about 2 weeks ago at Montgomery, NY. Daigh won this one. True, Hansgen blew a tire, and when he stopped for the change, Daigh passed him. Chuck won by 10 seconds.

But Daigh also had his troubles. Earlier in the going, Daigh belted the hay and stopped to straighten the fender . . . so don't let 'em give you too much con about that tire change. Reventlow went out with brake trouble.

Then last week, at Thompson, Conn. It was Lance's turn. He beat Hansgen by 34 seconds. The day before, Daigh set a 1:37 lap record as he nailed Hansgen by 4 seconds in a 10-lap qualifier.

Daigh went out with mechanical woes in the Labor Day feature. Reventlow moved out in front and stayed there. Hansgen made a pit stop.

Of course, at Montgomery and Thompson, it was a case of a class B car whopping a C, but all was not gloom in Westfield, for Walt Hansgen had not struck out—he had collected 1000 points each time as a class winner to add to his amazing total.

As I said, Hansgen is good, but he is much better against eastern men and machines than he is against the western variety.

★

Grand Prix Bull

From the Northrop Recreation Club's Course Marshal:

"We are enthused about the Riverside Grand Prix. We are happy the Times-Mirror Co. is sponsoring the race.

"We do believe, however, that the papers should brush up on an unfamiliar subject before opening the publicity blasts.

"We quote: 'The big sporting event will be the first major league sports car race ever held in this country.' Also, 'Major league sports car racing comes to the United States for the first time on Oct. 11 and 12.'

"This year saw the seventh annual running of the 12 hour race at Sebring, Fla. Won twice by world champion Manuel Fangio against the best cars and drivers in the world. Won this year by Phil Hill and Peter Collins in a Ferrari.

"Sebring is little league?"

Most people cringe before the mighty Times. Good to see a house organ has a little uttsgay. And you don't think I'd ever back off!

That was just one nifty. Then the flacks named **Phil Hill,** who had filed his entry, as the "unofficial world sports car driving champion." Guess you can say that, but the world's driving championship is based on the action in Formula I Grand Prix (elsewhere in this issue you will find the standings).

Phil has done notably, having won at Buenos Aires, at Sebring (with the late Peter Collins), at LeMans (with Olivier Gendebien), etc. A NY snapper-wrapper also had Hill on top.

And then the mimeo machines ground out a little gem sent to one and all. It said grandstand reserved seats would be available for the 1st time in West Coast road racing history.

Entries Not There

They've had grandstand seats at Pomona, Hansen Dam, Riverside and Palm Springs, among other spots, although the word "reserved" may be the out.

And **Johnny von Neumann** will not race at Riverside in the event he is reinstated by the SCCA.

Please read **Tom Wilson's** column in this issue. It makes a lot of sense.

This whole USAC deal is unsteady and uncertain. The pro deal at Virginia Raceway Sept. 28 has been postponed to May 3. At this very writing rumbles reaching here say the Lime Rock opener may not come off Sept. 7.

They can't get entries. They're paying the drivers peanuts. **Paul J. Schissler,** who has the magnificent title of race chairman for the Oct. 12 races at Riverside, had quite a session with **Lance Reventlow** on appearance money. A difference of $500, at last report, kept them apart.

The purse at Lime Rock will be $2500 against 20% of the gate receipts. The other pros go for 40% . . . so there's a lot of hollerin' and bellerin' on all sides.

But all of this shouldn't disturb Schissler too much. He should be very cool, calm and collected. He has a big piece of the concessions out at Riverside, so he should make a buck regardless of how the thing goes.

Hot dogs and beer go good in that insufferable Riverside heat!

★

Briefly Noted

Tom Wilson says he can't figure how they'll cut it at Riverside, saying that a purse of $12,500, $15,000 rental for 2 days and $8000 for insurance and incidentals brings the nut to $35,500 . . . **Richie Ginther** and von Neumann were under SCCA ban and should not have raced at Minden. John has written Westport and will skip the pros if he's reinstated; Richie is fed up (as so many are with SCCA) and is going the pro route. If the pros poop out (as so many believe they will), Richie will be out for a year and thus have a chance to paint his house before returning to racing.

MOTORACING was the only paper that didn't fall for that phony talk of the Minden promoter—140,000 rabbits released before the races, guys parachuting out of planes, purple pigeons clouding the skies, etc. . . . The Westport kitty is in jeopardy . . . The prize will be much less than $50,000 for that Mexico race in Nov. The mayor has not yet approved the organization setup. Pits, control tower and grandstands should be ready in 2 weeks (manana). **Fred Van Beuren** probably will be US liaison for the new track, which is a very wise choice. He was told by a top US racing figure that there wasn't a track in the US for road racing that could com-

(Continued on Page 5)

Transfusion Saves Racing—Bracker

Class Changes Liven Sport

By LEW BRACKER

1957 Pacific Coast Small Production Car Champion

The transformation was a success! The patient will survive! That is the considered opinion of this observer after viewing the road races at Santa Barbara over the Labor Day weekend.

Having stepped out of the racing scene some 8 months ago, I was able to view the goings-on with some sort of objectivity; and inasmuch as I was pre-convinced that road racing was paving its own way to oblivion as matters stood so far this year, I can honestly say that I was not a friendly critic. However, the California Sports Car Club, making its 1st concrete step toward more interesting and less expensive race since the advent of the money men, has won me over.

The class changes adopted by this body will go a long ways toward saving road racing as we once knew it. It has been too long a time since we have been able to see production races wherein a 1500cc Porsche was fighting for the lead with an MGA; and where an MGTD actually was leading in another race. It is a sorry state of affairs when you must spend over $6000 to compete on an equal basis in the under-1600cc production category, and over $12,000 in the larger production race. Certainly there will always be one or 2 owners who can afford this price tag but in the long run racing will suffer. The crowds will tire of the same drivers winning without competition and, worse yet, new drivers will not venture into the sport.

Must Have Chance

The only way we can continue to attract new driving blood into the sport is to hold the line on competition so that an old car has a chance to win its race, and an MGA or Porsche Speedster has an opportunity to win its race if the driver of the car is talented enough.

The general opinion of the drivers I talked to was that they were heavily in favor of the changes invoked, but of course there were a few owners of high-priced machinery who balked. This was to be expected inasmuch as before the change, for instance, a Porsche Carrera GT was running against cars that didn't belong on the same track with it, and now was being asked to run against machines that could beat the Carrera if driven well.

Personally, I would rather chase a faster car than go down the back stretch at half throttle in order to make the race seem close. I think it is high time that drivers were asked to display what ever talent they possess when in search of that 1st-place trophy. Let's do away forever with this business of buying the race. There is a vast difference between preparing a car to the letter of the law and merely being able to afford a car thousands of dollars more expensive than the other cars in the same race. If all the cars were prepared to the Nth degree, the races, as set up by the CSCC, would still be close.

All Entertaining

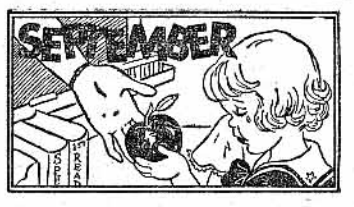
Another bright light on the horizon, which was also the result of the program changes, was the fact that the production races were separated into enough contests so that even the Class H race was entertaining and a hotly contested affair. Perhaps the powers-that-be finally have awakened to the fact that spectators do not come out only to see the high-powered modifieds do their stuff and only tolerate the production races.

Every race fan I have ever talked to has indicated his avid interest in seeing cars race against each other which he can and does buy.

How About SCCA?

Let's face it—if big, fast race cars were what the public wanted to see, then dirt-track racing, sprint cars, etc., would be the rage. Even Indianapolis only races once a year. And unless the SCCA sees the light, Messrs. Reventlow, Von Neumann and Co. will be the only racers in action. No one else will think it worth the effort to take his car of 2 years old or more to the track.

So, hats off to the Cal Club and the 1st evidence of free thinking these tired eyes have seen in 3 years. However, let me warn you—the patient may need more transfusions in the future, so let's not falter on the path we have chosen.



Sept. 2, 1956—Western Region of the Natl. Sports Car Drivers' Assn. blasted the Cal Club for "indiscriminate use of the black flag at Paramount Ranch races." . . . Bill Murphy won at Santa Barbara in the Buick-Kurtis, averaging 74.80mph.

Sept. 1, 1957—Chuck Daigh piloted the Troutman-Barnes Spl. to victory at Santa Barbara, averaging 77.1mph. . . . At Arcata, Calif., Sam Weiss, Porsche RS, won the over-1500cc feature. He averaged 68.3mph.

CORVETTE SCARAB

Our eastern source of info goofed in reporting that Chuck Daigh won the Aug. 17 Montgomery, N.Y. SCCA Nat'l in Reventlow's Offie-powered Scarab. Actually, it was the Scarab Mk. II with a much-modified Chevy mill.

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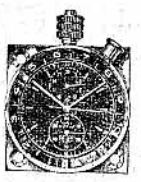

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Rally 'Round

With Duane and Jerrie Sparks

Rally actiivty continues at a frantic pace, both locally and on a national scale. The past 2 weeks have been crowded with club events worthy of the enthusiast's best efforts. Especially outstanding was the HAIRPIN HASSLE offered by the gals of Santa Monica FCCA. In all respects, but only for official sanction, this was a true championship event, thoroughly enjoyed by the 97 entrants.

And things are developing nationally, too, with the AMERICAN INTERNATIONAL being given FIA sanction, granting full international status to the first big professional rally to be staged in this country in November. Local clubs are doing their bit to assure the success of this event, too. Santa Monica FCCA will provide impound crews at the finish line and Pacific Rally Organization, the new honorary club open to finishers in the 1st 5 positions in SCCSCC championship rallies, has offered to assist with scoring duties. Many local enthusiasts will serve on checkpoints as well.

Speaking of the PRO group, President Howard Frank, "Mr. Rally" in this area, and Secretary Don Royer announce that another project of this service and social club will be to provide instructors at the Feldmar rally school at Barney's watch works every Monday evening at 7:30. It's a 4-week course open to all enthusiasts. The first course finishes this week, with Royer taking over on the 15th, to be followed by Howard 4 weeks later.

The September championship rally San Fernando Valley's FCCA's BIG BEAR will undoubtedly see some shuffling in the standings among the top point contenders. Only the best 8 rallies may be included in computing points toward the season championship, so those who have scored in 8 events must improve their previous efforts in order to raise their total for the year, while many of those challenging the leaders still have several events to run to fill out their 8 eligible rallies.

As a preview of Douglas SCC's October DESERT IV the September club event will utilize the same checkpoint procedures and the same timing innovation — Bush converters on the checkpoint clocks reading in hundredths of minutes instead of seconds. Although the official car for the club event—to be known as the DESERT RALLY—Sept. 14th, will be Rallymaster Jim Robinson's Renault Dauphine, contestants will be given mileages as recorded by the T-Bird which will be used as official car for the DESERT IV. So, if you want to know in advance how you will tie in with a Michelin-equipped Bird, join us on the 14th for the straight dope.

While all this is going on, Joe and Celi Bechtel will be off to Colorado to clinch their national championship under the SCCA banner by placing in the CONTINENTAL DIVIDE. Their position is all but assured, since they captured top honors on both the GREAT CANYON and GOLDEN WEST events earlier in the year.

RALLIES

SEPTEMBER

6—San Fernando Valley Big Bear IV—SCCSCC championship, 12 noon, Hollywood Bowl Parking Lot, 2301 N. Highland, Hollywood, ends Rafer's in Van Nuys. 10 hrs. $6. Post entries, Frank Pierce PL 9-2287.

13-14—7th Annual Reno Rally—non-competitive. $28 per couple — Reno Rally, Box 154, Kentfield, Calif.

12-13-14 — SCCA Continental Divide Rally—Nat'l championship. Colorado Springs to Aspen, Colo. $15. Edna Lott, 431 Elm, Denver, Colo.

14—Douglas SCC Dessert Rally—5 hr. nav. practice for Desert Rally IV. 8 a.m. Douglas parking lot, Ocean Park & Bundy, Santa Monica. $2. Jim Robinson GL 4-9937.

28—Santa Monica FCCA Gabriel Blew His Rallye—4½ hr. nav. Novice trophy & 1st thru 3rd guests & members. Dash plaques for all. Broadway Westchester 8 a.m. Jim Weishuhn OR 4-2863.

28—Slalom of the Pacific II—SCCSCC open, 8:30 a.m. Long Beach Veterans Memorial Stadium, Clark Ave., & Carson St., Long Beach. $3. Trophies all classes, dash plaques to all. Dick Zeylmaker FR 6-4589.

OCTOBER

4-5—Douglas SCC Desert Rally IV—SCCSCC championship. 9 hr. to Palm Springs. Starts Crawford's Market, 5 points, El Monte 6 a.m. Oct. 4. $6. Dinner & victory breakfast at Chi-Chi. Slalom Oct. 5 noon, Polo grounds in Palm Springs. $2. Duane Sparks AX 1-8686.

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Various Rally Results

Santa Monica FCCA Hairpin Hassle, August 24, 1958. Betty Warren & Ruth Piercy, Rallymistresses. 97 cars.

POS. DRIVER	NAVIGATOR	CLUB	CAR	ERROR
STOCK DIVISION				
1. Flo Stevens	Charlie Schumann	SMFCCA	A-H	3:09
2. Richard Harris	Lockee Thompson		T-Bird	4:47
3. Doug Worthy	Jim Kingham	SMFCCA	MG TF	4:47
MODIFIED DIVISION				
1. Dick Pieper	Larry Harris	SMFCCA	A-H	2:15
2. Tom Higgins	Ann Sparks	DSCC	VW	2:21
3. Jack Sparks	Jody Brice	DSCC	MG A	3:11

Compton-South Bay FCCA, August Moon, August 30, 1958. Dick Kermde & Larry Ford, Rallymasters. 51 Cars.

NAVIGATIONAL DIVISION				
1. Dick Pieper	Larry Harriss	SBFCCA	A-H	:07
2. Duane Sparks	Jerrie Sparks	DSCC	T-Bird	1:00
3. Bill Chester	Elizabeth Chester	VSCC	Alfa	1:21
4. Virg Heerman	Virginia Heerman	SBFCCA	A-H	1:29
8. Bill Costley	Bev Russell	CFCCA	TR-3	3:23
10. Lyle Reynolds	Vivian Reynolds	CFCCA	TR-2	6:41
SEAT OF PANTS DIVISION				
1. Dick Lovell	Carol Lovell	VSCC	Porsche	4:57
2. Tom Higgins	Sonia Barrickow	SBFCCA	Alfa	5:43
3. Don Martin	Sharon Martin	CFCCA	TR-3	6:59
4. Joe Walmsley	Margaret Walmsley		MG A	7:50
6. Bernie Dodd	Herman Batzer	CFCCA	MG A	9:09
8. Ted Douglass	Erma Douglass	SBFCCA	VW	9:15

AHOC-Harbor SCC Two Car Foursome, August 31, 1958. Bob Ross & Dave Long, Rallymasters. 50 Cars.

1. Duane Sparks	Jerrie Sparks	DSCC	T-Bird	:46
2. Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	2:41
3. Bill Chester	Elizabeth Chester	RAL. MAS.	Alfa	7:23
Stan Hines	Miriam Wooten	AHOC	A-H	10:56
E. McCluskey	M. Eloffson	HSCC	Simca	13:07

2-Car team—Duane & Jerrie Sparks and Walt & Muriel School (PSCC Corvette)

Southwest SCC Rally for the Birds, September 1, 1958. Bob McPherson, Rallymaster. 38 Cars.

1. Ted Sparks	Ann Sparks	DSCC	VW	:11
2. Flo Stevens	Charlie Schumann	SBFCCA	A-H	:28
3. Hal Wood	Chris Wood	SWSCC	Porsche	:36
4. Jerry Aarons	Dick Anderson	SWSCC	Porsche	:48
5. Dick Pieper	Larry Harris	SMFCCA	A-H	:51

RALLY PRIZE FUND BOOSTED

Sponsors of the $10,000 American International Rally, Nov. 4-7, have announced that an additional $2,500 has been received from an oil company as accessory prize money.

Rumor has it that John Edgar will enter a car or team of cars, with Mary Davis driving one. Joaquim Bonnier will drive a Volvo. Duke Donaldson, Indy driver, has signed up. Ford & Chrysler will probably enter teams.

IN THE NEWS

(Continued from Page 1)

Field sports car races is scheduled for Sept. 27-28, with 17 races on the 2 day schedule. The 9-turn, 1.75 mile course is located on Hwy 395 at the north end of Miramar Naval Air Station.

MASERATI FOR EAMES

Danny Eames drives the 1st 2 USAC pro sports car races, at Lime Rock and Marlboro, in the Maserati Stirling Moss drove in the Cuban GP. The Maserati, owned by Temple Buell, will be run in the East with a 4.7 engine, then will be fitted with a 5-liter engine for Masten Gregory's appearance at Riverside Oct. 12.

LOYOLA CONCOURS

Esther Williams will award trophies at the 2nd annual Loyola Palms concours d'elegance at Loyola Univ., Westchester, Sept. 21. Judges include Keenan Wynn, Jackie Cooper and MOTORACING's W.R.C. Shedenhelm. The concours is sponsored by the Ramo-Wooldridge SCC for the Daniel Freeman Hosp. in Inglewood.

NORTHERN 500s

SAN JOSE, Calif.—The newly formed Northern Region of the 500cc Club of America has elected Jim Skilling pres., Ruby Wenz sec., Bob Wenz activity chairman and Cliff Heselton publicity chairman.

CHARITY CONCOURS

Sunday, Sept. 28, the LA Region of Sports Car Club of America stages it 2nd annual Huntington-Sheraton Hotel concours d'elegance. All proceeds (100%) go to benefit the LA Chapter, Florence Crittenton Home.

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Goliath Show on Channel 13

The popular sports car TV show, Sports Car World, featuring John Brophy, has moved to a new channel and an earlier time.

Beginning this Sat., Sept. 6, the program will be seen weekly on KCOP (13), 6:30-7:30 pm. Opening show on the new channel features movies of last weekend's Santa Barbara races, with Mary Davis narrating.

Also, a grand prix film will be shown. Lotus driver Skip Conklin will be interviewed by Brophy.

JOHN BROPHY

Program is sponsored by Goliath of Glendale, headed by Bill Cramer, ex-driver and well-known sports car figure.

Sam Hanks Sensation In First Ferrari Try

HOUR GLASS FIELD, San Diego, Aug. 24—Indianapolis winner Sam Hanks drove a competition sports car for the 2nd time in his life today when he stepped into John von Neumann's 3-liter Ferrari Testa Rossa at the RRTA's driver-training session here and within 4 laps was clocked in 1:37 for the 9-turn course.

Although the Road Race Training Assn.'s session was held primarily for novice drivers, with Hanks and Ken Miles as instructors, a few not-so-novice drivers showed up... Von Neumann, Jerry Austin, "Doc" Livingstone and Jack Nethercutt, who was there to try out von Neumann's 2-liter Ferrari, which he is considering buying.

The next RRTA driver's session will be at Hour Glass again, Oct. 5.

Summary of heat races:

RACE 1, Under 1500cc — 1) Roger Pitts, Porsche Spyder; 2) Don Maslin, Wotus Bwossom Lotus Mk. XI; 3) Ron Cash, Porsche Carrera.

RACE 2, Over 1500cc — 1) Von Neumann, 3.0 Ferrari; 2) Livingston, Eliminator; 3) Bob Banderand, Corvette; 4) Otto Zipper, Talbot Lago GP; 5) Jim Fouch, AC Bristol; 6) Jack Nethercutt, 2.0 Ferrari.

RACE 3, all-comers—1) Bob Banderand, Corvette; 2) Ron Cash, Porsche Carrera; 3) Jim Lockwood, Porsche Super.

RACE 4, all-comers—1) Livingston, Eleminator; 2) Nethercutt, 2.0 Ferrari; 3) Don Maslin, Lotus Mk. XI.

Wigs and toupees are considered cosmetics for Pennsylvania sales tax purposes and are so taxed.

Cornell Official Plugs Safety Belts

Cornell University Medical College's John O. Moore, a speaker at the recent Western Safety Congress in Los Angeles, told newsmen in a press confab that the nation's traffic statistics could take a healthy slash if motorists would install safety belts.

COMPARATIVES

I take the corner in a four wheel drift.
You let the rear-end break loose a little.
He is a squirrel and goes in way over his head.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

THEY FEEL NO PAIN AT COBB MT. HILLCLIMB

DEAR GUS:

Since there will be no races at Sacramento this year, the big event in No. Calif. this month is the Cobb Mt. Hillclimb at Hoberg's Resort Sept. 13-14. Since it is only possible to get 100 cars up that hill in the allotted time, the entry list will be limited to SCU and SCCA members.

Each driver gets 2 runs at the hill and the 3 fastest times in each class get another crack at it in the finals. Combined with the evening's extra-curricular activities, this makes for a large-sized weekend; in fact, they will feel no pain until the Vaca Valley Nationals Oct. 4-5. The Cobb Mt. Hillclimb has no peer when it comes to that all-gone feeling and it usually lasts for at least a week.

This event will be regional and SCCA competition rules are in effect. Helmets and roll-bars are required, but since the hard-tops can omit the roll-bars, the small sedans and coupes get a big break and the 1-shot competitor has it made. Production cars compete by marque and only 3 cars are necessary to complete a class for the 1st award. Modified cars compete by the usual SCCA classes. Entries close Sept. 8.

★

'My Poor Aching Pistons'

The much-publicized pro advent does not seem to dampen the ardor of the amateurs, since the published 1959 dates indicate there will be at least 22 SCCA races in the west. Add to this the Cal Club races, plus the pro races, and it looks as if Joe Fan will be working overtime to pay the bill. The Northwest Region has 7 dates on the calendar, with Seafair Aug. 1-2, but not scheduled as a National.

The L. A. Region has a pair of dates for each at Palm Springs, Del Mar and Pomona, but no Nationals indicated. That $1500 bite has most of the sponsors stopped cold.

The only Nationals on the coast are scheduled by the SF Region, with Vaca Valley May 9-10, and Laguna Seca Nov. 7-8. By the way, the powers-that-be want the name of Pebble Beach dropped from all sports car races in the future. They must have sold all the lots. The wags are predicting that the same Model-T will win the concours this year.

With the Arizona and Utah Regions putting on at least 3 races next year, this will make quite a schedule from SCCA alone. Then there is the Cal Club still to be heard from. The Triple-R deal is still in the running unless they combine with USAC.

USAC No Worry

This schedule surely does not indicate that the simonpures are worried about USAC or that they are feeling any pain for sponsors to guarantee the check. In fact, with all this racing, there is a question as to where USAC will fit in and whether many drivers will pass up a 30-race schedule for a possible 2-race deal.

The big rush for dates, at this early date, is unprecedented and with all of the choice weekends allotted, it looks as if USAC can have the holiday weekends. After all, Indianapolis does alright with a holiday date; maybe USAC can develop the same deal for Riverside — after 40 years. Gus, there is a rumor up here that you have the towel concession at Riverside; now I think you really have it made and have finally closed a deal.

With best regards,
tom wilson

RACE CALENDAR

SEPTEMBER

6-7—Road America 500 races, Elkhart Lake, Wisc., SCCA, Chicago reg.
7—USAC pro road races, Lime Rock, Conn.
7—Grand Prix of Italy, Monza.
13-14—Cobb Mtn. hill climb, Hoberg's Resort, SCCA, S.F. reg.
13-14—Road races, Bridgehampton, N. Y., SCCA.
13-14—Meadowdale road races, Meadowdale Raceways, Elgin, Ill., SCCA Chicago reg.
20—Watkins Glen Grand Prix, SCCA, Glen reg.
20-21—Non-spectator road races, Del Mar, Calif., SCCA, L.A. reg.
21—USAC pro road races, Marlboro, Md.
27-28—Hour Glass road races, Miramar Naval Air Station, SCCA, San Diego reg.
28—Intl. Formula Libre Grand Prix, Watkins Glen, N.Y. (FIA sanctioned)

OCTOBER

4-5—Vaca Valley Nat'l Road Races, SCCA, S.F. reg.
4-5—Virginia Intl. Raceway, Danville, Va., SCCA, Wash. reg.
5—Drivers' Training Session, Hour Glass Field near San Diego, RRTA, Rt. 1, Box 412, Colton.
11-12—USAC pro road races, Riverside Intl. Motor Raceway.
18-19—Lime Rock (Conn.) road races, SCCA, N.Y. reg.

NOVEMBER

1-2—Palm Springs road races, SCCA, L.A. reg.
8-9—Laguna Seca Natl. road races, Ft. Ord, SCCA, S.F. reg.

Concours d'Elegance

SEPTEMBER

21—Daniel Freeman Hosp. C d'E, Loyola Univ., Westchester. Info.: Dolores Montgomery, Ramo-Wooldridge SCC, EX 7-6315.
28—Huntington Sheraton Hotel C d'E, Pasadena, SCCA, L.A. reg., for Florence Crittenton Home. Info.: STate 4-3117.

Always leave 'em smiling when you say goodbye.

Best Time of Our Lives:

A Pegaso for only $3,000!

Editor's Note—This is the 3rd article of a series summarizing the impressions of 2 Pan American Airways stewardesses who took a 4500-mile sports car tour, covering England, France, Spain, Andorra, Monaco, Italy, Switzerland and France in one month.

By LEE CARRILLO

Jeanne Siracusa and I have been flying long enough so that we don't have any glamour complexes about travel. We always say, "It's not **where** you are but **who** you're with that counts!" That's why the tour through Europe was the best time of our lives.

Not only were the other 102 Californians on the tour young-at-heart and congenial—as most sportsmen with a common interest—but our cars often provided an introduction to European friends.

The Marquis Don Carlos de Salamanca met our caravan at the outskirts of Madrid and entertained us at a cocktail reception.

The cars in Spain, like everything else, vary between 2 extremes. Most common is the "B-Scooter," which is a wooden sand box glued on 4 wheels. It sells for about $750 in Spain, so that many people can afford it, but that's with the MINIMUM of accessories. Reverse gear, for example, is an optional extra!

But No Parts

At the other end of the financial scale is the Pegaso, which is a sports touring car, built as a labor of love by a group of auto enthusiasts. It reportedly costs $20,000 to build, in spite of the 20c an hour labor rate, and sold for less than half of its cost. The company has gone out of business now and you can pick up a Pegaso in Spain for $3000, but you'd have to have your own factory to make parts for the monster.

We were lucky enough to be in Monaco for the Grand Prix practice which goes on for 2 full days before the famed auto race begins. I was awakened at 5 one morning by the roar of a Cooper (the car which later won the race) spinning out right under my window at the Hotel Metropole. I awakened my roommate, Jeanne, and we were literally off to the races.

Maseratis, Ferraris, Lotuses, Coopers flashed by at speeds up to 120mph, although it looks like there's a turn every 200 yards on this hilly course along the city streets. The cars blast around the 2-mile circuit all day long, beginning down by the harbor, then swinging up the hill to the square past the Monte Carlo Casino and the deluxe hotels.

We had lunch at the sidewalk cafe in front of the pits and were protected from the racers' fury only by sandbags and bales of hay. The closeness of the cars screaming by makes it thrilling to watch, but hard to eat!

(To Be Continued)

"Confirmation of our recent bulletin that Fangio is NOT retiring comes in the form of an article in MOTORACING, quoting Fangio's manager as saying he has commitments for racing this Fall. . . ."—Nassau Trophy Race Bulletin

★

"While I am according accolades, MOTORACING has come a long way in the past year in widening its appeal."—Harold Guess, Northrop Rec. Club Course Marshal.

★

"Just received a letter from MOTORACING, advising us that they like our newsletter. We are thinking of selling subscriptions. Nice people, those Motoracers. Buy one copy of MOTORACING next time you think of it."—Spok'an'Hub, SCC of Spokane, Wash.

VIGNETTES

(Continued from Page 3)

pare with the Mex. course. Bravo!

Flop of the Offy in the Scarab puts a simian-wrench in European plans. The Offy just doesn't put out the power. Lance ordered the mill yanked; it will be used as a boat anchor . . . **Dick Morgensen** left his 3-liter V12 Ferrari with **Max Balchowsky** for some repairs, and immediately Max had some ideas for changes. Probably would improve the Ferrari! . . . Rumor has **Al** (The Great I Am) **Slonaker** is in Mex. . . . Three great big cheers for the SD Region of SCCA for that 90c tab at their races at Hour Glass Sept. 27-28. Just about all the others are real Jesse Jameses . . . Death from cancer last week claimed **Clyde Giraldo**, veteran Oakland and San Francisco sports writer and racing publicist. I could write columns about him, but suffice to say he was an extraordinaryily wonderful man and it is sad indeed that the world had to be shorted by his passing. RIP.

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Santa Barbara Race Charts

California Sports Car Club, 10th running Santa Barbara Road Races, Goleta Airport—2.2 miles. Top 10 finishers listed for Races 11, 12, 13 & 14. Complete charts on Races 15 & 17. Summary of other races appear elsewhere in this issue.

AUGUST 31, 1958

RACE 11—Production H & G. Time 31:16, laps 15, avg. 63.3, fastest recorded lap 2:03.3, car No. 77.

Pos.	Car No.	Sec. Behind	Driver	Marque	Classes G	H
1	77		Forbes-Robinson, E.	AH Sprite		1
2	777	1	Parkinson, Jim	AH SPrite		2
3	14	27	Patton, Bab	Alfa Spyd	1	
4	237	32	Taylor, Sam	MG M KII	2	
5	92	70	Gleghorn, Jack	MG MK II	3	
6	174	77	Nelson, John	Fiat Abart Zag		3
7	61	78	Carter, Phil	MG TD	4	
8	33	99	Hensley, Cliff	MG TD	5	
9	135	1L16	Steube, William	MG TD MK II	6	
10	333	18	Nelson, Chuck	Alfa Romeo Cpe	7	

RACE 12—Production F. Time 29:42, laps 15, avg. 66.7, fastest recorded lap 1:57.7, cars No. 115 & 197.

					F
1	115		Aldhous, Frank	Alfa Romeo Veloce	1
2	89	5	Pickering, Ray	MGA	2
3	197	9	Roetnor, Michael	Alfa Romeo Veloce	3
4	62	31	Lumkin, John	MGA	4
5	241	68	Lee, Eugene	Alfa Romeo Veloce	5
6	00	76	Davies, Loyal E.	MGA	6
7	124	87	Thompson, Gerald	Porsche Spd.	7
8	114	116	Handley, Thomas	Alfa Romeo Veloce	8
9	87	116.5	Patterson, Dean	Alfa Romeo Veloce	9
10	111	117	Lehrer, Gerald	Alfa Romeo Veloce	10

RACE 13—Production E, Time 28:59, laps 15, avg. 68.35, fastest recorded lap 1:53.2, car No. 177.

					E
1	177		Bellows, Richard	Porsche Carrera	1
2	31	4	Bucknum, Ronnie	Porsche Spd. Super	2
3	13	47	Gebhard, Alvin	Morgan TR-3	3
4	69	55	Parsons, Charles	Austin-Healey	4
5	95	56	Hinshaw, William	Morgan TR-3	5
6	26	62.5	Papke, Peter	Porsche Carrera	6
7	141	63	Slowi, Roger	Morgan	7
8	56	76	Kastner, R. W.	Triumph TR-3	8
9	234	111	Montonen, Henry	Porsche 1600 Su.	9
10	199	113	Chapman, William	Morgan	10

RACE 14—Production B, C & D. Time 27:44, laps 15, avg. 71.4, fastest recorded lap 1:49.6, car No. 158.

					B	C	D
1	158		Hudson, Skip. . .	Corvette	1		
2	51	13	Bondurant, Bob	Corvette	2		
3	36	37	Settember, Tony	Corvette	3		
4	37	53.2	Grant, Frederic	Corvette	4		
5	200	54	Dickey, Donald	Porsche TF Carrera		1	
6	290	55	McGee, Jerry	Corvette	5		
7	30	67	Gaskins, Bill	Corvette	6		
8	148	68	Crowder, Gordon	A. C. Bristol		2	
9	164	68.5	Windhorst, Bob	Austin-Healey 100S		3	
10	86	73	Stanley, T.P.G.	Corvette	7		

RACE 15—Modified under 2000cc. Time 43.01, laps 25, avg. 76.75, fastest lap 1:41.8, car No. 50.

					E	F	G	H
1	50		Miles, Ken	Porsche RS Spyd.	1			
2	88	27	McAfee, Jack	Porsche RS 550		1		
3	138	66	Howard, Chas. III	Cooper Porsche RS	2			
4	49	1L6	Drake, Bob	Cooper Climax		2		
5	29	18	Playan, Joe	Porsche RS Spyd.		3		
6	116	65	Schroder, Chuck	Lotus Cov. Climax			1	
7	117	69	Hanford, Harry	Lotus Offv.		4		
8	44	77	Frank Monise	Lotus Cov. Climax			2	
9	215	98	Stevenson, John	Porsche 550 Spyd.		5		
10	9	114	Miller, Dusty	Maserati 150 S		6		
11	188	2L4	Sugarman, Stanley	Porsche RS 550		7		
12	91	7	Mayer, Harvey	Lotus Cov. Climax			3	
13	60	31	Muse, William	Frazer Nash	3			
14	260	61	Hand, Bud	MG Spl.		8		
15	102	70	Nethercutt, Jack	Ferrari		4		
16*	20	36119	Jones, Harry	D-J Sp. Crosley				1*
17	12	180	Gounis, Charles	Fiat Crosley				2
18	66	4L99	Molle, William	Panhard "El Molaro"				3
19	43	5L5	Ross, Jock	Cooper-Climax			4	
20	42	15	Starbuck, Jim	Moretti Ddst.				4
21	45	6L24	Winters, Paul	Holliday Spec.				5
22	151	7L76	Maslin, Donald	Lotus Cov. Climax			5	
23	189	8L36	Morland, William	Porsche Spec.		9		

*Subject to results of official tear-down.

RACE 17—Modified over 2000cc. Time 41:49, laps 25, avg. 79.0, fastest lap 1:38.9, Car No. 70.

					B	C	D
1	70		Balchowsky, Max	Balchowsky Spl.	1		
2	211	17	Ginther, Richie	Ferrari 250 TR			1
3	11	86	von Neumann, John	Ferrari 750			2
4	53	1L2	Miles, Ken	Ferrari 750		1	
5	184	5	Livingston, Frank	Eleminator Chevy		2	
6	6	27	Murphy, Bill	Kurtis Buick	2		
7	156	2L79	Morgensen, Dick	Ferrari TR			3
8	32	3L8	de Creeft, Wm.	Aston-Martin			4
9	204	4L80	Hulette, Don	Jag. Spec.		3	
10	59	5L82	Oker, Bob	Aston-Martin DBR-2		4	
11	68	15L29	Sohus, Robert	Reynolds Wrap Spl.		5	

Did not finish—3, Kessler, B; 96,. Graham, J; 122, Dunbar, D.; 127, Krause, B.; 149, Pickens, G.; 165, Cummings, M.; 181, Porter, C.; 286, Spiegelman, B.; 661, Hall, J.

(Compiled by the Long Beach MG Club Scoring Team)

DETROIT 'SMALL CAR'

Studebaker-Packard announces a new 108.5-in. wheel base "smaller" car, with a total length 3 ft. shorter than the standard American cars. "Model X," on the market Nov 15, will have only minor chrome, single headlights, and a simple mesh grill.

NO MORE HOTEL

The luxurious La Jollan Hotel, used as race headquarters for several of the Torrey Pines and Hour Glass Field races, has been purchsed by Unity, a non-denominational organization and is now used as a retirement home.

Marie's Clipboard

By MARIE DIXON

ONLY MISHAP during the 2 days of racing at Santa Barbara over the Labor Day weekend occurred when **Jack Breskovich** flipped his 100S Healey on turn 2 in practice. He walked away unhurt. The club thought it best he did not race because of a possible sprung front end.

It was interesting to note that during last year's Labor Day races the only incident that occurred also involved a 100S Healey, **Jerry Whitlock** went into the ditch on turn 3.

The Scarab III didn't live up to expectation. **Bruce Kessler** finished 2nd in Class 4 Saturday, but dropped out of Sunday's race on the 22nd lap with gear box trouble. Bruce said the car was too heavy for the small engine . . . **Don Hulette** was in and out of the pits during the main event Sunday with a loose plug wire in his Jag Spec. He took 3rd in class C.

Charles Howard, Woodside, drove his Cooper Porsche in the novice race but disqualified himself when he told officials he was a senior driver with SCCA . . . I hear that **John Brophy** is also a senior driver with SCCA's SF region. He drove his Fiat Crosely in the novice race finishing first in class H . . . **Bill Dredge had more** than his share of mechanical trouble. He had 2 cars entered and didn't get any further than practice with either of them. He broke the crank in his MGTC and blew a rod in his Morgan.

Rene' Pellandini's Morgan, driven by **Lew Spencer**, didn't sound too good during the production class E race Saturday, but Lew went ahead to finish 4th. . . **Barbara Windhorst** took the same car out in the Women's race and blew a rod . . . **Jim Matthews** returned to the racing scene after a long absence. He drove a Jag but had to retire when it overheated Sunday . . . **Harry Hanford, Sr.**, was having gearbox trouble Sunday in his Lotus-Offy but managed to finish 5th in class F . . . A cloud of smoke was the last we saw of **Frank Monise** and his Lotus Saturday.

Mary Davis had a try at driving **Bill Murphy's** Buick-Kurtis, but had to retire to the pits before the end of the race . . . **Jim Hall** didn't fare well at all in his new Lister-Corvette. He DNF'd both days. Fuel injection problems?? . . . **Bill Wheeler** was running in a good position Sunday when he heard noises that sounded like a broken valve. He returned to the pits to check and found only a loose valve but it was too late to return to he course. The race was over . . . A black flag brought **Ed Barker** into the pits during race 12 Sunday. The rear brakes were locking up on his Porsche.

John Timanus had a short weekend of racing when he broke a rear wheel hub on his Lotus Saturday . . . Sunday, in the Women's race, **Ginny Simms** dropped out with a broken fan belt in her Corvette . . . **Linda Scott** drove a beautiful race in **Ken Miles** Porsche Spyder. She finished 2nd, 16 seconds behind **Josie McLoughlin** in a Ferrari . . . Miles was back in the old groove, too . . . A bad shimmy in the front end of **Bill Dornish's** Austin-Healey caused him to retire from Sunday's race . . . The Formula III cars have really increased in number. Saturday, of the 14 that started, 9 finished. Sunday, 17 started and 11 finished. . . A broken brake line forced **Harry Morrow** and his Cooper Norton into the pits Saturday but he finished 3rd Sunday . . . **Frank Thormin's** Spec. had a broken radius rod.

Byron Quivey had his brand new Formula III entered as the "Malfunction Engine Special." Saturday, the engine worked fine but he couldn't get up any speed when the throttle cable broke . . . **Bob Wenz** dropped out for the weekend when the engine on his Cooper Norton seized . . . Cute sign on **Ray Pickering's** MGA "HAVE FUNDS—WILL PROTEST" . . . **Jack Cassell**, the new crowd control chairman, was awarded the Purple Garter by the Women's Sports Car Club.

TERRIFIC IDEA!

Fiat provides every purchaser with a kind of information service hitherto unknown in the U. S. It is designed to save time and money for the Fiat owner and facilitate his dealings with service managers. Fiat owners are mailed a complete list of (1) how long it takes to do repair jobs on various kinds of Fiats and (2) an abridged list of spare parts prices, tax included. The data covers 94 repair jobs and 102 spare parts.

Thompson

(Continued from Page 1)

Ont., the Canadian champion, driving a Sadler special, was 3rd; Bob Holbert, of Warrington, Pa., in a Porsche 550 RS, was 4th, and Phil Forno, of Woodside, Queens, also in a Porsche 550 RS, was 5th.

Harry Bristol, of Sudbury, Mass., was a double class winner driving different cars. In the first race he triumphed in Class E in an AC Bristol and in the 3rd race won Class C laurels in a Jaguar XK150S.

Reventlow will continue in amateur competition and compete this week end in the Road America 500 at Elkart Lake, Wis.

SCIC MOVES

Jim Matthews' Sports Car Information Center has moved to No. Hollywood and now has a toll-free number, STanley 7-7991.

SANTA BARBARA CONCOURS

Best of Show award at the CSCC concours d'elegance. held at the Santa Barbara Biltmore on Labor Day, was won by Marion Weber's Fiat Abarth Zagato.

MOSS POSTS WIN

KARLSKOGA, Sweden, Aug. 10—Stirling Moss won the international "Cannon Race" for sports cars here today. He led from the 4th lap, handling his Maserati masterly. His time, 1hr 25m 21s.

VANDALS JAILED

ROCKVILLE, Md., Aug. 20—Three youths who tipped over 10 small foreign cars because they "put American people out of work" were sent to jail for three days here. Judge J. B. Diamond deferred sentence until the youths, all 18 years old, got "a taste of jail."

Johnny Lail
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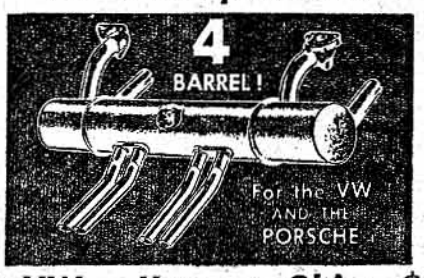

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Rodriguez Bros. Race at Nassau

NASSAU, Bahamas, Sept. 3 — With 81 applications received to date, 40 invitations have been extended for the world-famed Nassau Trophy Race during Bahamas Speed Weeks, Nov. 29 - Dec. 8. GT invitations number 22, with the limit set at 50.

Invitations have been extended to the famous Rodriguez brothers from Mexico City — Ricardo, 16, and Pedro, 18. They were a hit here last year, Ricardo winning the Stafford Sands Trophy for the most outstanding performance of the 1957 race meeting.

Ricardo has entered his Porsche RS, and Pedro will drive the 3-liter Ferrari which Phil Hill and Olivier Gendebien drove to victory at the recent LeMans 24-hr. race. Stirling Moss writes from England he has no commitment to drive any particular model or type car here.

Past issues of MOTORACING have carried names of the 1st 30 invited. Here are the others to date:

		Car	C.C.	No.	Class	
31.	Louis Comito, Centerport, N. Y.	Alfa Romeo	1290	79	F	GT
32.	Tony Adams, Nassau, Bahamas	Austin-Healey	2660	68	D	
33.	Si Kaback, Long Island City, N. Y.	Aston-Martin	2980	71	D	
34.	Doug Stearly, Conshohocken, Pa.	Merc. 300 SL	2900	73	D	GT
*35.	Leonard Potter, Berkshire, England	Ferrari	2996	18	D	GT
36.	Hugh Sutherland, Toronto, Canada	Austin-Healey	2660	127	D	GT
37.	Pedro Rodriguez, Mexico City	Ferrari	3000	10	C	
38.	King Moore, Baldwin, L. I., N. Y.	MGA-GT	1589	101	E	GT
39.	Howard Hanna, Broomall, Pa.	DB-GT	850	77	G	GT
40.	Ricardo Rodriguez, Mexico City	Porsche RS	1498	9	F	

NOTE: *—First participation.

Coolidge, Slavkin Highest Bidders

By Special Correspondent

VAN NUYS, Calif.—Spirited bidding marked the public auction of two machines from the Tony Parravano scuderia seized by the U.S. Internal Revenue Service for delinquent taxes recently.

One, a 1955 Ferrari Monza, went for top bid of $3500 to Sidney Coolidge, North Hollywood. He also was high bidder at $275 for an accompanying trailer.

Ben Slavkin, a Los Angeles professional auctioneer, was successful bidder for a 1956 Maserati at $4550. The sale was conducted here by W. D. Roeder, Inglewood district manager of the IRS, with nearly 50 in attendance.

PERSONALS ☆ About People in Racing and Rallying

Carroll Shelby writes from Portugal that an improvement on Pega Palo has been found. You can write to him at 101 Mount St., London W1, England. . . . **Jorge Rosado**, MOTORACING's Mexico City correspondent, soon will be a papa. . . . **Jean Oddous** traded his Lotus for a Porsche. He and **Rusty** are mining in Pala, Calif. . . . **Norm Benedict**, who did so much to get Toptex helmets on the map, is now working on another safety project — Paulson bubble shields, a good product. . . . **Maxine** and **Jim Ball** of the LA Press Club have turned to sports cars—a TR3. . . .

Henry N. Manney III, MOTORACING's European correspondent, and his wife Ann have become parents again—a girl, **Mary Cecilia**. . . . **Nacho Lozano**, former LA reg. exec. for SCCA who gave up racing, won his 1st 4 races with his 14ft. sailboat. . . . **Johnny Porter** is racing bicycles. . . . **Maury Powell**, formerly of MOTORACING, is doing publicity for Gardena Stadium and is due to become manager of LA Speedway and handle public relations when it re-opens soon. . . .

Dave Tallaksen, who drove with **Sam Weiss** at Sebring, has sold Imported Motors, Inc., Houston. He and **Marvin Moors** may hook up with a Fiat dealership. . . . After 3 years, **Don Blanks** and **Rod Carveth** have split up. Don plans to carry on with the San Carlos racetrack project, now at a standstill. Various courses from 8000 to 14,000 ft. are planned. Needed: $100,000. . . . **Lance Reventlow** plans to race the 2 Scarabs at Meadlowdale, near Chicago, Sept. 13-14, and a 4.1 Ferrari for **Luigi Chinetti** at Elkhart Lake Sept. 6-7. He said the Scarabs will not race at Lime Rock Sept. 7.

I. W. Stephenson, now out of the Army and in Tulsa, admonishes not to get excited over the penny-ante pro racing pots. . . . **Ruth Levy**, working in Westwood Village, has dumped her Detroit iron and is driving a Porsche. Doesn't know if she'll race again. . . . **Bill Devin**, the ace bodybuilder, is back from a trip to Europe. Lots of biz for him on the horizon. . . .

Don Hulette has moved his garage from LA to Ventura and Reseda in the Valley. . . . **Frank Monise** is giving personal service at 1843 E. Walnut St., Pasadena. . . . Mr. and Mrs. **Peter Satori** left recently by SAS for Europe. He's meeting with Daimler-Benz, going to the Rolls-Royce factory in England and returning to the US shortly. . . . **Trudy Philion**, the artist, is finding a market for her spectacular paintings among the sports car cult. . . . Back in the east, an M.G.A. **Cappiello** drives a Porsche. . . . **Lou Falcone**, well-known sports car racing figure, is now selling Salton Sea real estate. . . . **Bill Spear** and ex-race driver **Sherwood Johnston** won the 520-mi. SCCA Berkshire Mt. Rally in a Chrysler Imperial at South Lee, Mass. They scored with 67 points. . . . **Augie Pabst**, driving a 2.5-liter Ferrari Testa Rossa, won the SCCA Milwaukee National headliner with an average speed of 74.9mph.

CONCOURS WINNERS

Winners of the Morgan Plus 4 concours d'elegance at Long Beach Vets' Hospital Aug. 24 were Frank Mason, MGTC, under 2 liters; Walter Coleman, Jag XK-140MC, over 2 liters; Alvin Gebhard, 1953 Plus 4, Morgan class, and Bud Cohn, Mercedes 540K, best-of-show.

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